

# LATE TESTIMONY



HONOLULU AUTHORITY for RAPID TRANSPORTATION

IN REPLY REFER TO:

CMS-AP00-00188

Daniel A. Grabauskas  
EXECUTIVE DIRECTOR AND CEO

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April 23, 2012

VIA EMAIL: [TRNtestimony@Capitol.hawaii.gov](mailto:TRNtestimony@Capitol.hawaii.gov)

The Honorable Joseph M. Souki, Chair  
The Honorable Linda Ichiyama, Vice Chair  
and Members of the Committee on Transportation  
House of Representatives  
Hawaii State Capitol  
Honolulu, Hawaii 96813

Dear Chair Souki, Vice Chair Ichiyama, and Representatives:

Subject: SCR 140 Urging the Honolulu Authority for Rapid Transportation to Determine  
Cost-Effective and Revenue-Generating Ridership Levels for the Rail Transit System  
Committee on Transportation  
Monday, April 23, 2012, at 1:30 PM

Dear Chair Souki, Vice Chair Ichiyama, and Representatives:

The Honolulu Authority for Rapid Transportation (HART) appreciates your Committee's efforts to review legislation that supports the building and planning of the construction, location, and financing of the rail transit system. HART submits the following comments:

Senate Concurrent Resolution 140 requests the estimated number of riders per day required to make the rail project "cost-effective". We assume the requested information on the "cost-effective" as the amount of riders needed to break even with the cost of operating and maintaining the system. Determining the level of ridership that makes the system "cost-effective" is no easy task. However, the federal requirement in determining the cost effectiveness is measured in terms of the cost to reduce traffic delay and the Honolulu rail project is determined to be cost-effective by the Federal Transit Administration.

The maximum capacity of the rail system as it is proposed for 2030 is about 8,000 passengers per hour per direction (400 passengers per train at a 3 minute interval). The design capacity was to match the forecasted number of riders near the middle of the alignment. This means the town bound trains during the morning peak hour are full as they pass the Aloha Stadium and Pearl Harbor stations. Therefore, the system needs to be expanded in its passenger carrying capacity in order to accommodate additional riders that are sufficient to recover the estimated operating and maintenance cost in 2030.

The Honorable Joseph M. Souki, Chair  
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Additionally, the system is designed for the additional capacity by adding more cars to each train (from 2 car train to 4 car train) and also by shortening the service frequency (from 3 minutes to 90 seconds). Both methods of the system capacity expansion will result in additional operating and maintenance costs, thus it would require additional ridership to be "cost-effective" based on the new cost. We believe such analysis of determining the breakeven ridership will be cyclical and difficult to reach the desired conclusion.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Grubauskas', with a long horizontal flourish extending to the right.

Daniel A. Grubauskas  
Executive Director and CEO

cc: HART Board of Directors